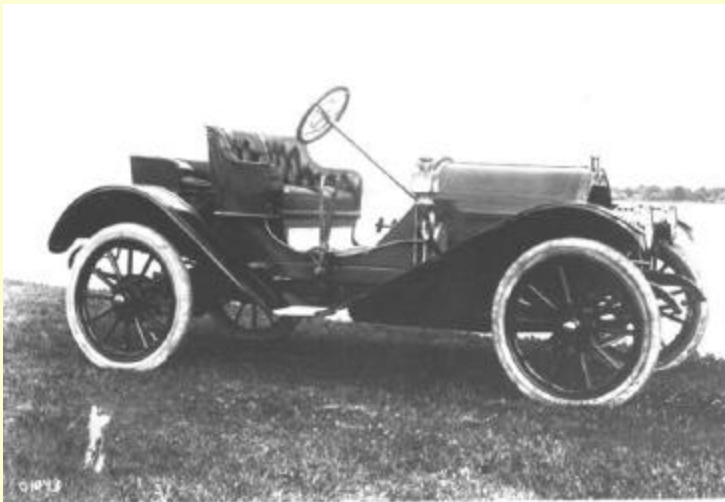


Hudson Motor Car Company

Family Photo Album



1909-1919

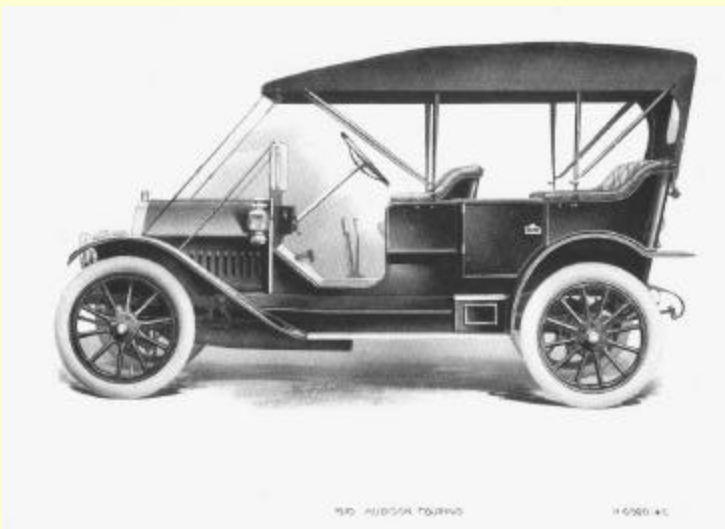


1909 Model 20 Hudson Roadster

Hudson production began on July 3, 1909 - this example of initial production features a so-called Mother-In-Law seat in the back.

While Hudson's produced in 1909 were considered 1910 models by Hudson it is generally conceded the first 1000 cars were built in 1909. Shipments for 1909 are listed at 1,100.

(Carl Weber Collection)



1910 Model 10 Hudson Touring

Beginning production with the Model 20, Hudson continued the model line into 1910. Note the RHD and no front doors.

W/B remained at 100" for Roadster models, but 110" for the Touring. Engine CID remained at 198.8 (3¾ x 4½ bore and stroke).

Shipments of 1910 Hudson's totaled 4,556 units.

(Carl Weber Collection)



1911 Hudson Model 33 5-Pass. Torpedo

Hudson introduced the Model 33 on a 114" wheelbase and with a 226 CID motor (4 x 4½) supplied by Buda.

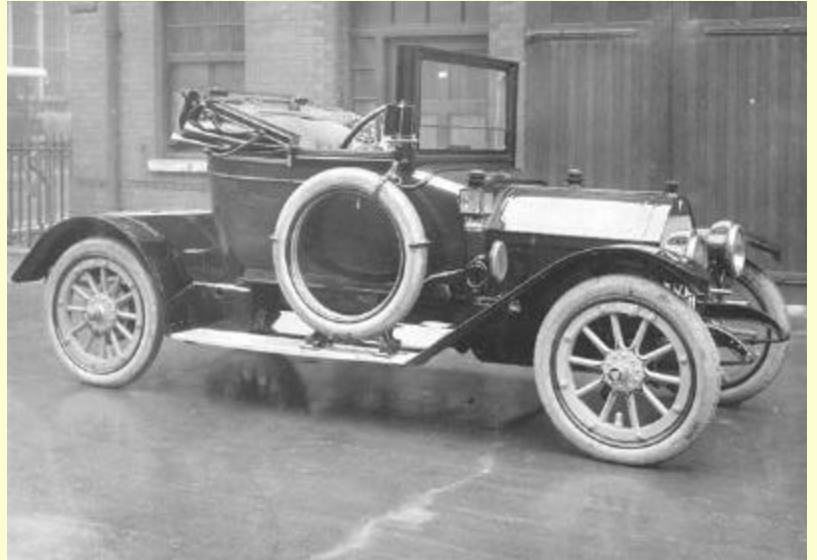
This particular model came equipped with 3 oil and 2 gas lamps, tools, horn, detachable rims, pump and gas generator. Shipments - 6,486.

(Carl Weber Collection)

1911 Hudson Model 33 Cabriolet

The caption on the back of this photo says "1911 Hudson Model 33 "self-driving" cabriolet, an indication, perhaps, this model may have been fitted with a self-starter.

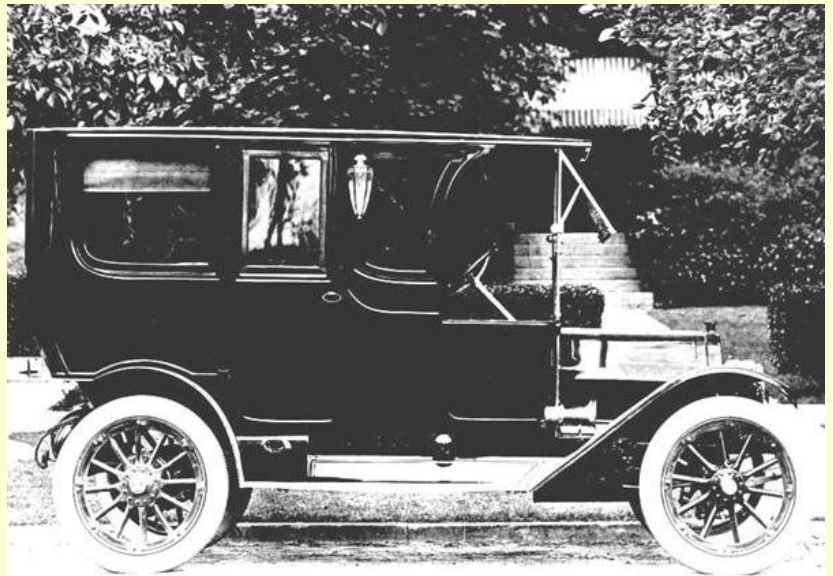
(Carl Weber Collection)



1912 Hudson Limousine

The date on this photo is 1910, but Butlers "History of Hudson" shows it as a 1912 model, selling at \$2,750. No limo style has been found on 1910 body lists, but there is one for the 1912 Model 33, start serial number 26001.

(Carl Weber Collection)



1912 Hudson Speed Roadster

Listed in various Hudson documents as a "Speed" Roadster, this model is probably the Mile-A-Minute Roadster.

It differs from the 1913 Roadster, listed as "Commercial" Roadster (see following photograph) in that it has an open body style.

This particular car is owned by Gary Long.

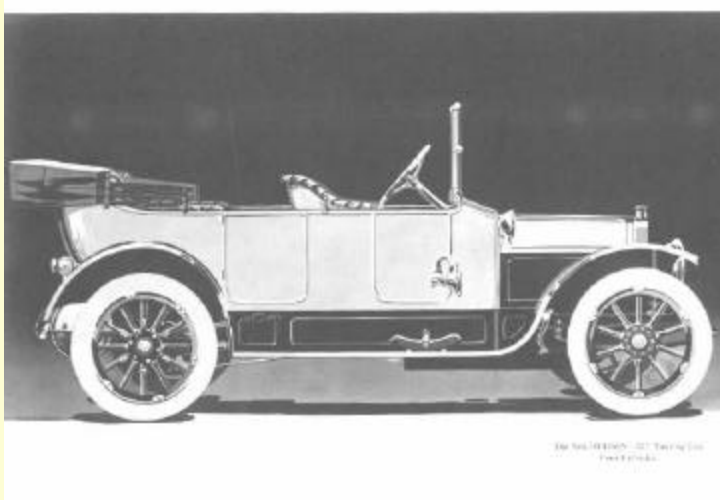




1912 Hudson Model 33 Coupe

This photo is also dated as a 1912 Hudson coupe, but shown in Butlers "History" as a 1911 model on the 100 inch Model 20 chassis. There are no details given about this model.

(Carl Weber Collection)



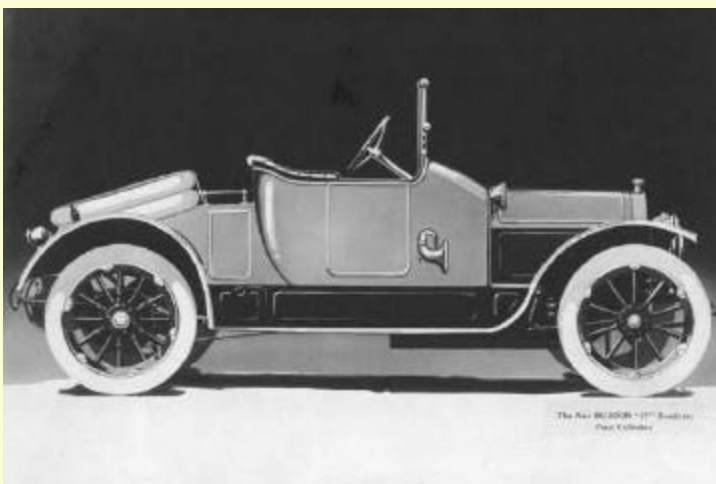
1913 Model 37 Touring

The 1913 Model 37 Touring Car was offered as a family car for those who could not afford a 6. It was a 5-passenger vehicle selling for \$1875, but included full equipment for the rather high cost.

Standard colors for the 1913 Model 37 line were Richelieu Blue, with Pearl Gray optional - both applied to body only. Other parts were blue black.

This model weighed a hefty 3,390 pounds. Shipments for all 1913 Models, 37 and 6-54, were 6,401.

(Carl Weber Collection)



1913 Hudson Model 37 Roadster

This 1913 Model 37 Roadster shows changes from 1912. The front fenders no longer showed the long, rakish look from earlier models. A lower top and seat position like the Model 37 Torpedo added a special flavor.

These Model 37's would be the last 4 cylinder car produced by Hudson until the 1919-1924 Essex 4 models.

(Carl Weber Collection)



Hudson Motor Car Factory - Circa 1913

This photo, of an artists drawing, shows the new Hudson Motor Car Company built in 1913 to meet the growing demand for the company's cars, specifically for the new 1913 Model 33 cars. (See also a post card postmarked Detroit, Oct. 10, 1913, included in this photo essay).

(Carl Weber Collection)



Hudson Factory Photo post card - Circa 1913

Post marked "Detroit, Mich., Oct. 10, 1913", this post card is shown in the same perspective as the artists drawing photo of the factory in 1913 shown above. This card was mailed to a party in Denver, Colo.

The caption on the photo reads in part "The Hudson plant is one of the most modern auto plants in America and can be reached by taking the Jefferson Cars going east." It goes on to state Detroit's Factories employ 50,000 men who produce \$1,000,000 daily in the auto industry. This included all Detroit auto plants.

(Alex Burr Collection)

1913 Hudson Model 6-54 Limousine

In 1913 Hudson became available with a 6 cylinder engine. As with the 4's the 6, designed by Hudson engineers, was built and supplied by Continental. The new engine had the same 4-1/8 x 5-1/4 bore and stroke as the 4 cylinder, giving it a whopping 420.9 cubic inch displacement. The model number, 54, related to the horsepower. Wheelbase was increased to 127 inches.

Introduced on Aug. 1, 1912, the big 6 soon gave Hudson bragging rights to being the largest builder of 6 cylinder cars. This photo was taken at the Pontchartrain in Detroit. Note the engine turned aluminum hood.

(Carl Weber Collection)



1913 Hudson Model 37 Coupe

While still a four cylinder model, the bore and stroke were changed on this engine to 4-1/8 x 5-1/4, the same as the 6-54 engine, but giving a displacement of 280.6 CID.

The cooling fan was moved to the more conventional front from it's rear mounted position and both manifolds were placed on the left in L-head fashion. The engine developed 37 hp (hence the Model 37) at 1500 rpm.

(Alex Burr Collection)



Loading Platform - circa 1913

This photo, dated Sep 8, 1913, says only "Repository and loading platform". It appears to have been taken from a Hudson brochure due to a linen binding strip on the reverse. It is assumed that this was at the Hudson factory.

(Carl Weber Collection)



1914 Hudson Model 6-40 5-Pass. Phaeton

Notes on the back of this photo note only that a Miss Alma Gluck was at the wheel. It identified the car as a 1914 Hudson Light Six phaeton. An interesting note is that the engine in this new six cylinder from Hudson is the bore and stroke were 3½ x 5" giving a displacement of 288.6 inches.

Tho the engine was supplied by Continental, it was in fact designed by Hudson engineers. 2 years later Hudson would introduce the famous Super-Six with an engine built by Hudson with the same bore and stroke.

Serial numbers for the phaeton body style began at 77201.

(Carl Weber Collection)



1914 Hudson Model 46 Phaeton

The ID, written on the front of this photo in white ink is obviously incorrect. It may be a Model 6-40, but it looks more like a 6-54 in size.

(Carl Weber Collection)

NOTE: From Bill Cohen 3/25/2002: The 1914 Hudson identified as a Model 46 is, I believe, the Model Six-54 presently owned by a gentleman in California. It is, by-the-way, the same model as is illustrated in the (next photo). There was no Model 46 - I think this may have begun as "Model 40 - Six", but it's obviously not the 6-40, because: 1. The radiator shape 2. The two-man top 3. The windshield 4. The obvious large size of the car The headlight lenses, front bumper, radiator cap ornament, and rear view mirror are all accessories.



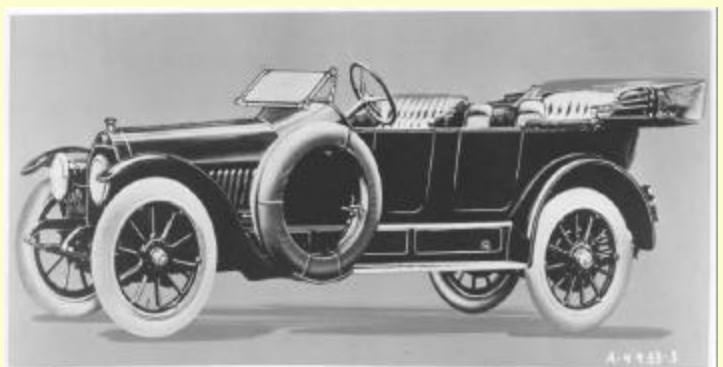
1914 Hudson Model Six-54 7-Pass. Phaeton

This photo, when compared to the 1914 Model 46, shown above, shows similarities. Wire wheels were available as an extra cost option for these models.

In 1913 these models were simply known as Model 54; in 1914 they became 6-54.

Serial numbers began at 56501 (for the Phaeton, 61501 for the 5-Pass 2-Dr sedan) and ended at 62500.

(Carl Weber Collection)





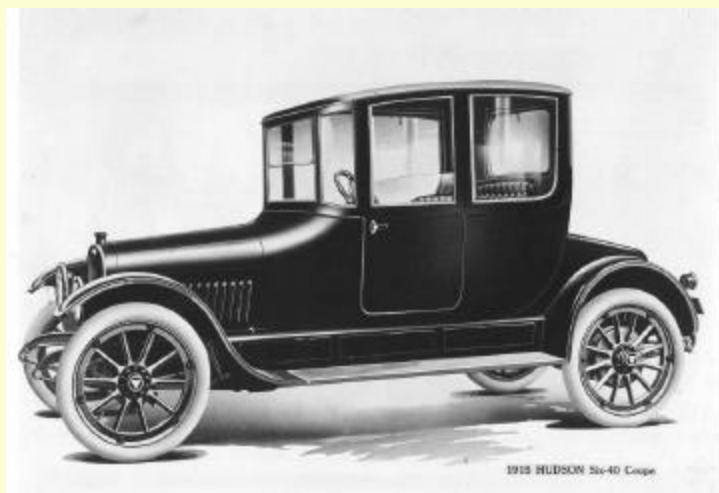
1915 Hudson Model 6-40 7-Pass. Landau

This unusual design offered the fittings and luxury of a limousine but included a rear convertible feature.

The 6-40 frame and springs for this style (and limousine) were heavier - this model weighed in at 3432 pounds.

Serial numbers for this style started at 77601.

(Carl Weber Collection)



1915 Model Six-40 4-Pass. Coupe

This was a new model introduced in 1915 as a body style for those who's needs did not require a sedan. It seated 2 persons in the rear with a swing down seat for a 4th person beside the driver.

Note the unusual windshield style.

Serial numbers for the coupe started at 76001. Of interest was the fact that the speedometer was driven by the drive shaft rather than by the front wheel.

Shipments totaled 12,864.

(Carl Weber Collection)



1915 Hudson Model 6-40 2-Pass. Roadster

Another new entry in the Hudson lineup this model was aimed at the professional people and could be used for light commercial use.

An interesting feature of Hudson's of this period was that they were offered in 2 tread widths - a standard 56 inch and an optional 60 inch for use on southern highways.

Start serial number for this body style was 73501.

One of these appeared at the 2004 HET National in Pittsburgh, PA, fitted with a wooden pickup box in the storage area in the back.

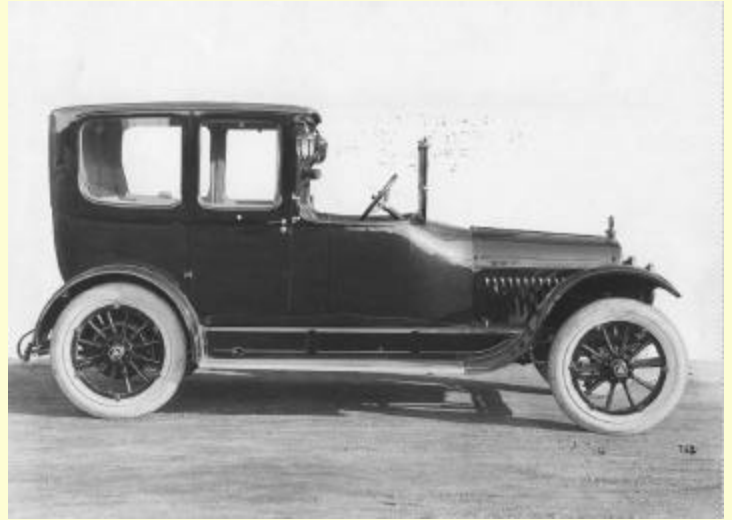
(Carl Weber Collection)

1915 Model 6-40 Town Car

No ID is available on this photo - only that 1916 Hudson is crossed out and 1915 6-40 is penciled in.

Butlers "History of Hudson" does not show a Town Car in 1915 - there is one in 1916. My research also did not find a town car in '15, but I have one for '16. So this is most likely a 1916 Model Six-40 G.

(Carl Weber Collection)

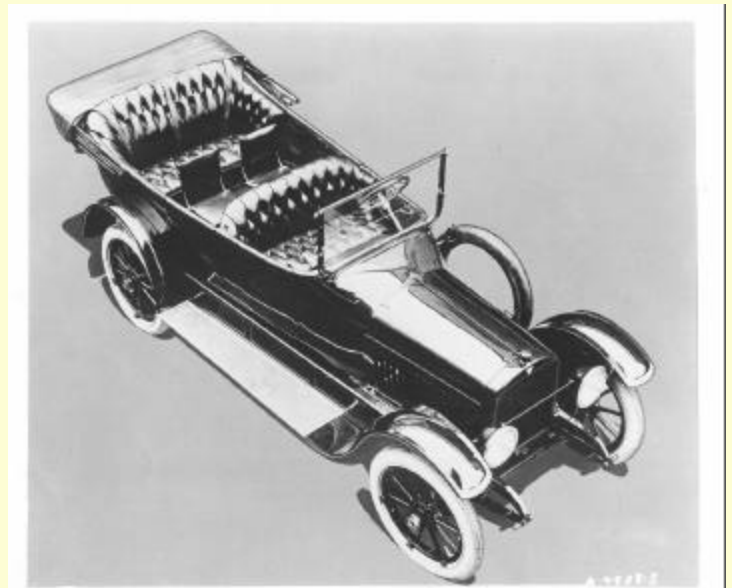


1916 Hudson Super-Six (H) 7-Pass. Phaeton

This overhead view shows clearly the 7-Passenger layout; 3 in the rear seat, 2 in the jump seats and 2 in front. The reason for only 2 in the front seat - 3 people could fit in the front seat, but the middle passenger would be tangled up in the gearshift lever, etc.

It was not until the advent of the column shift that manufacturers began to advertise their cars as "6-Passenger" models.

(Carl Weber Collection)



1916 Hudson Transcontinental Record Trip

On Sept. 13, 1916 this Hudson Super-Six 7-Pass Phaeton left San Francisco for New York, arriving there in 5 days, 3 hours, 17 min. Shortly after they turned around and returned to San Francisco.

Due to muddy trails in the Sierra Nevada mountains and washed out bridges in the valleys they were unable to break the west-to-east record, returning to San Francisco in 5 days, 17 hours, 32 min, arriving on Sep. 24th.

This photo shows A. H. Patterson, car owner and Hudson dealer in Stockton, CA, at the wheel, William Sturm in the right front and a factory mechanic in the rear.

(Carl Weber Collection)



1916 Hudson Transcontinental Record Trip

This photo says only "Arrival of Hudson Super-Six at Albany, New York, 2.00 A.M., September 18, 1916, with Charles H. Vincent at the wheel, Wm. Sturm, trip manager in the rear seat".

This would be the last major stop before New York City.

(Carl Weber Collection)

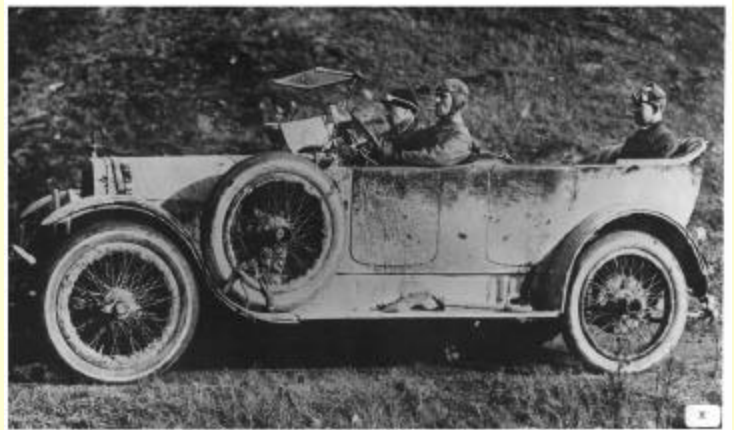


1916 Hudson Transcon. Record Trip

In the mountains between Elko, Nevada, and San Francisco westbound on the coast-to-coast record breaking endurance and speed run. A. H. Patterson behind the wheel, William Sturm trip manager in front and the factory mechanic seated left rear.

This view gives some idea of the "roads" traveled the last few hundred miles. Men riding in back were usually strapped in.

(Carl Weber Collection)



1916 Hudson Transcontinental Trip

This photo shows the crossing of the Sierra Nevada mountains on the return trip. It was in this section that 15 hours driving time was lost to mud on the mountain trails and washed out bridges in rain drenched valleys. This delay prevented the breaking of the west-to-east record, but still broke the one way record set by a Marmon the month before.

A. H. Patterson at the wheel, Wm. Sturm in front and the factory mechanic in the back. This photo is curious - the other 3 in this collection show, and list, only 3 men. Yet in this photo there are 4. Perhaps the unidentified man was the photographer and this photo is a time lapse photo.



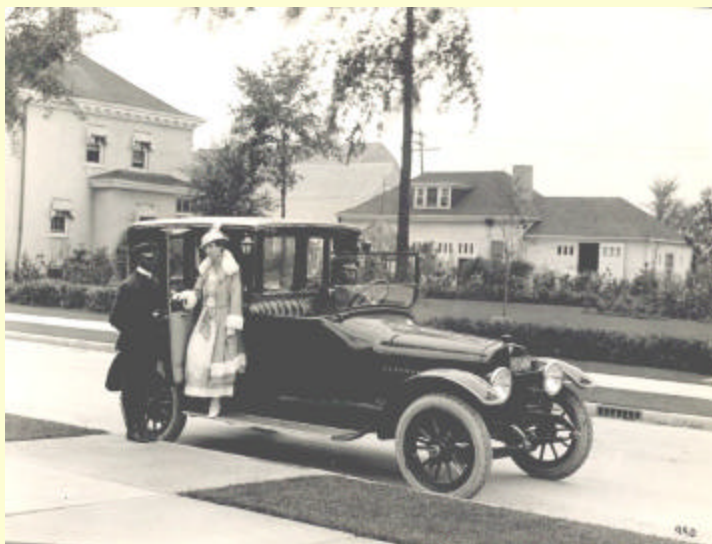
(Carl Weber Collection)



1916 Hudson race car

[Info from D. J. Kava: This photo was taken at Sheepshead Bay Speedway, NY. Driver Mulford is being congratulated on setting a 24 hour record.]

(Carl Weber Collection)



1916 Hudson Model G - 7-Pass. Town Car

M' lady steps from her carriage while the footman holds the door for her. Hudson's for 1916 were on dealers lots by June 1915 - 6 months before the intro of the Super-Six Model H. The main line was the 6-40, carried over from 1915.

A few Model 6-54 Phaetons were continued, but not publicized. New bodies graced the 6-40 line. The Phaeton with it's sweeping, curved belt line characterized the 1916 line. This was publicized as "the graceful yacht-line" body. While advertising this line Hudson referred to it as Series G.

(Carl Weber Collection)



1916 Hudson Model H 2-Pass. Roadster

This model was introduced on Jan. 1, 1916 as one of eight models of an advanced 1917 line.

Serial numbers for this style began at H-64000 and it was priced at \$1375.

(Carl Weber Collection)

1916 Hudson Model H 7-Pass. Phaeton

The Model H Super-Six, while produced in 1916, was considered by Hudson to be a 1917 model. The phaetons were chosen for many of the record setting attempts.

In Nov 1915 a pre-production Super-Six phaeton set a record at Sheepshead Bay, NY. Carrying 5-Pass., with the top up and the windshield in place it was driven 70.74 miles in an hour, breaking a previous record set by a car with more cylinders and only two passengers. Serial numbers started at H-1 for this body style.

(Carl Weber Collection)



1916 Hudson Model H 7-Pass. Touring Sedan

This model can be identified as a Model H by the position of the door handle. The 6-40 door was in the middle of the body; in the Super-Six H models it was moved to the front of the body.

Photo's in Butlers "History of Hudson" show this model with the two center pillars removed, giving an open car with a solid roof. Serial numbers for this body style started at H-90000.

(Carl Weber Collection)



1917 Hudson Limo. and Landau Limo. (Interior)

This original photo, Hudson Motor Car Company Number 1556, shows the interior of the Limousine and Landau Limousine. Note the bottom right photo showing the jump seats in the upright position. They are free standing.

Given the indentation in the floor it may have been possible to completely fold these seats flat.

1917 Model J Limousine serial numbers started at 80000, 4J's at 81000; Model J Landau Limo's started at 85000 and 4J's at 87000.

A total of 20,976 Hudson's of all models were shipped in 1917.

(Carl Weber Collection)





1917 Bemb-Robinson WW I Rally Hudson

The "Great War" had been raging in Europe for over 2 years by the time 1917 came around. Though this photo was probably taken after America declared war on Germany the Bemb-Robinson Hudson service truck itself appears to be a 1913 model (note the cowl and right hand drive).

Bemb-Robinson was a Hudson dealer in the Detroit area. The stickers on the windshield say "Back The Army". Note the banner on the railing in background. The plaque on the door reads (upper left initials) BR, the middle says Super Service and the bottom right is a triangle with the letter H in it.

(Carl Weber Collection)



1917 Hudson Model J Speedster

This model was added to the Model J line in the spring of 1917. Seats were lower and smaller 32 inch wheels with 32 x 4 1/2 inch tires gave the car a low rakish appearance.

(Carl Weber Collection)



1917 Hudson 4-Pass. Speedster (Phaeton)

This photo, dated 2/24/17, is from the Hudson Motor Car Co. files. A sticker affixed to the back says price was \$1750 f.o.b. Detroit. Further notes say equipped with wooden wheels, wire wheels extra.

Serial numbers for this model were: J (LHD) - 45000; J (RHD) - 49000.

(Carl Weber Collection)

1917 Hudson Ambulance

As the America moved into involvement with WW I Hudson, along with other automobile companies began to produce vehicles that were to be used by the military. Unlike WW II, however, car production was not stopped entirely.

The advent into the war did, however, delay the intro of the new Essex which was to prove so successful.

This photo shows one type of vehicle that Hudson produced for the war effort. Though indications are this was used as an ambulance it could be quickly converted into uses similar to the Dodge M-37's of WW II - general light cargo movement.

(Carl Weber Collection)



1918 Hudson 4-Pass. Speedster

Though similar in appearance to the 7-Pass Phaetons the Speedsters featured a somewhat lower belt line and door handles on the outside. These were lacking on the Phaetons - driver/passengers reached inside to open the doors.

Models introduced in 1918 included Model M, 5M and 6M. Wheelbase remained at 125½ inches and serial numbers for this body style started at 5000.

(Carl Weber Collection.)



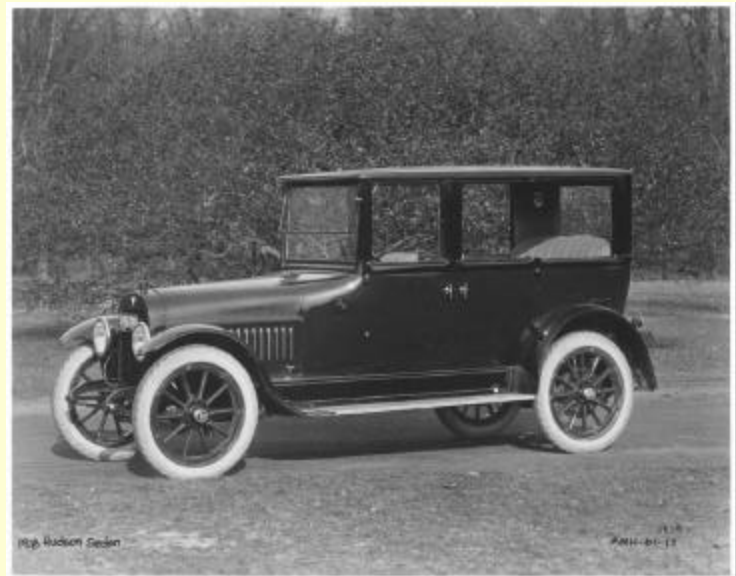
1918 Hudson 7-Pass. Sedan

This Sedan started as a 4J model late in the 1917 season. Only the rear door pillars were removable. The body color was Coach Blue, Light. Increasing numbers of buyers now preferred the comfort of a fully enclosed car.

Serial numbers for this body style started at 75000.

Hudson shipments for 1918 totaled a disappointing 12,526, the decline brought on, no doubt, by WW I.

(Carl Weber Collection)





1916 Hudson race car (FL)

The caption written on this photo says "1919 Hudson. Winner of the 50-mile race at Pablo Beach, Fla., 7-4-1919.

Update from HET Club historian, D J Kava: THT July 19, 1919. "This three year old Hudson Super-Six won a 50 mile free-for-all race at Pablo Beach, Fla., July 4th, defeating a field of 11 cars including a Packard, Cadillac, Chandler, Stutz and Buick." The car was owned and entered by G. N. Patrick of Jacksonville after being overhauled in the Bacon-Ryerson Company shops. It previously had been driven over 30,000 miles in rent service. The only changes made were the use of 34 x 4½ tires and a 3 1-2 gear ratio and special body.

(Carl Weber Collection)



1919 Hudson 5-Pass. Coupe Interior

Curiously enough this body style was what many would tend to call a coach; 2-doors, 4-pass seating, full body. Hudson called it an opera coupe, however.

This photo shows the front passenger seat in the upright position - to aid passengers getting into the rear seats the right front seat back first folded fwd and then the whole seat tilted toward the dashboard into the slot in the floor. The grate in the floor under the passenger seat was for heating.

(Carl Weber Collection)



1919 Hudson Race car (CA)

The note on the bottom left corner of this photo says "Toland Nicholson, with Hudson racer. Ascot Speedway, Los Angeles, Nov. 1919. (NOTE: The negative is reversed)

(Carl Weber Collection)